troduced and in some sections became very numerous. By the 1930's the airplane, too, had become an established feature of Chinese transportation. Regular air service was maintained for mail and passengers between some of the principal cities. Airplanes even penetrated some of the more remote provinces. After 1937 the conflict with Japan speeded up the use of planes.

In production, the factory and Western machinery were being introduced. Long before 1937, in such cities as Shanghai, Canton, Hankow, and Tientsin, and in numbers of smaller centers factories were in operation. The chief output of this new power-driven machinery was cotton goods. China ranked third among the cotton-growing countries of the world, being surpassed only by the United States and India. With the vast supply of cheap labor, and with coal available, the manufacture of cotton *1$;* modern Western processes multiplied. By 1928 about a quartet of a million Chinese were employed in cotton mills. In 1929 there were one hundred and twenty cotton mills in all China, nearly two-thirds of them the property of Chinese, forty-four of Japanese, and three of British citizens. Measured by numbers of .spindles, the Japanese owned about two-thirds as much of the enterprise as the Chinese and the British a little less than a tenth as much. Approximately half of the cotton manufacturing was in Shanghai, and it was freely predicted that eventually the lower part of the Yangtze Valley would be one of the world's largest centers of the cotton industry.

Although cotton yarn and cloth were the chief products of the new processes, factories were erected for a variety of other goods. Steam filatures, for silk, appeared in a number of cities. Flour

mills, mills for pressing oil from the soy bean, match factories, saw mills, and sugar refineries were among the kinds of plants equipped with modern machinery.

However, the industrial revolution had only barely begun in China. By 1930 only about one per cent, of the population was connected with large-scale industry. This was not due to the dearth of the essential minerals. These, although probably insufficient for any such extensive manufacturing by modern methods as in Europe and the United States, were ample for a far greater development than had yet occurred. The causes for the retardation must be sought elsewhere. Internal unrest made foreign cap-